

INTRODUCTION

The Illinois Department of Transportation's FY 2005-2011 Proposed Highway Improvement Program totals \$8.3 billion and includes an FY 2005 annual program of \$1.25 billion. Funding for this 7-year program includes \$4,776 million in federal funds, \$3,202 million in state funds and \$322 million in local funds. The FY 2005-2011 Proposed Highway Improvement Program will support more than 199,000 jobs in the construction industry during the next seven years.

This seven-year program reflects the financial condition of the state of Illinois and the uncertainty surrounding reauthorization of federal transportation legislation. This program level provides needed flexibility to react to new federal legislation and prevents extensive project deferrals beyond the multi-year program. One result of not having new federal legislation is that the backlog of roadway miles and bridges in deteriorated condition will increase significantly in the latter years of the program. At the end of FY 2011, it is projected that the roadway backlog will exceed 4,450 miles, more than triple the current level. The backlog of bridges in deteriorated condition is predicted to exceed 970. If federal formula funding to Illinois is substantially increased with a new federal transportation bill, system condition would improve.

The FY 2005-2011 Proposed Highway Improvement Program continues emphasis on preservation and modernization of the existing highway system. This program will:

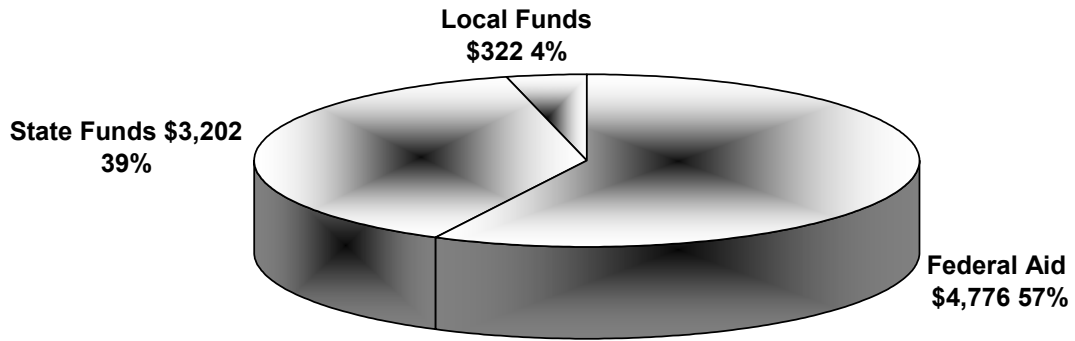
- Provide funding to improve over 2,180 miles of highways and replace or rehabilitate over 620 bridges.
- Target key projects in northeastern Illinois to address congestion such as funding for reconstruction of Interstate 90/94 (Dan Ryan Expressway) from 31st Street to Interstate 57 and Interstate 80 from Interstate 94 to the Indiana State line.
- Provide for re-investment in downstate Illinois for interstate highways such as Interstate 74 in Peoria.
- Provide \$532 million for local benefits programs to help cities, counties and townships improve local roads and support economic development.
- Provide funding for railroad crossing safety improvements throughout the state including funding for grade separation projects such as Pontoon Road over the NS Railroad in Granite City and Illinois 157/Camp Jackson Road over the UP Railroad in Cahokia.
- Enhance highway safety as part of the department's regular highway improvement program and by targeting specific high accident locations.

The following \$8.3 billion program outline for FY 2005-2011 should be considered a draft document. The department will publish the final annual program for FY 2005 later this summer. Priorities and projects may change prior to publication of the final annual program.

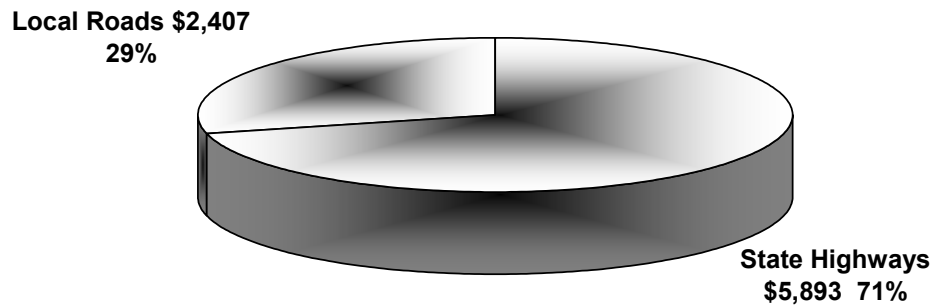
FY 2005-2011 Program Funding

The \$8.3 billion capital program for FY 2005-2011 includes \$5,893 million for improvements to the state highway system with \$2,407 million available for the local highway system. This available funding for local system projects is over and above regular state motor fuel tax allotments made directly to local governments. The following charts and table summarize program funding for FY 2005-2011.

**FY 2005-2011 Program Funding Sources
\$ Millions**



**FY 2005-2011 Program Distribution
\$ Millions**



FY 2005-2011 PROGRAM FUNDING AND DISTRIBUTION
(\$Millions)

<u>Fund Source</u>	<u>FY 2005</u>	<u>Total FY 2005-2011</u>	<u>Average Annual FY 2005-2011</u>
Federal Aid	750	4,776	682
State Funds	454	3,202	458
Local Funds	<u>46</u>	<u>322</u>	<u>46</u>
Total	1,250	8,300	1,186
<u>Program Distribution</u>			
State Highways	905	5,893	842
Local Roads and Streets	<u>345</u>	<u>2,407</u>	<u>344</u>
Total	1,250	8,300	1,186

Federal Funding

The \$4,776 million in federal funds is based on continuing apportionments and allocations at levels established in the federal Transportation Equity Act for the 21st Century (TEA-21) of 1998. TEA-21 essentially continues programs from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Federal funds available during the seven-year program are estimated since they are subject to annual congressional budget approval. The TEA-21 legislation expired in 2003 and has been extended into 2004. For planning purposes, each fiscal year component of this multi-year program assumes a continuation of federal formula funding at current levels. Obligation authority at 87 percent of federal authorizations is assumed for program development.

Funding for State Projects

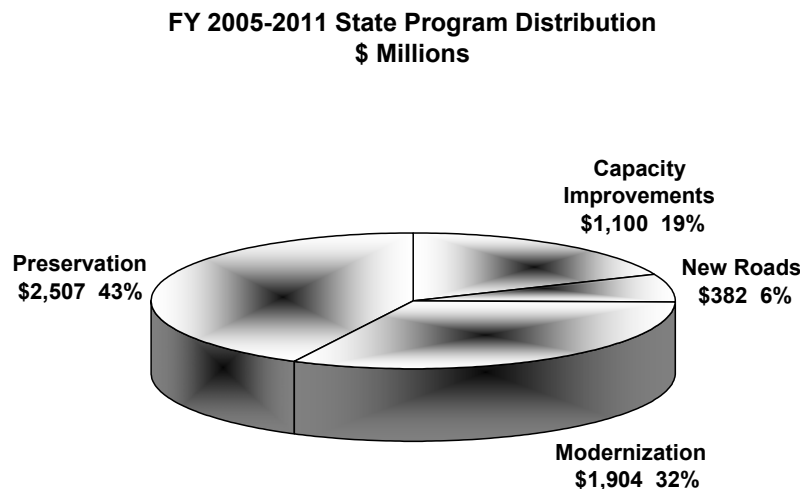
State funds for highway projects are generated from motor fuel taxes and motor vehicle registration fees. The \$3,202 million in state funds are utilized for a variety of purposes in program development. The \$5,893 million state highway system program continues the emphasis on repair and preservation of the existing system. The proposed seven-year program will improve over 2,180 miles of highways and replace or rehabilitate over 620 bridges.

FY 2005-2011 PROGRAM ACCOMPLISHMENTS
STATE HIGHWAY SYSTEM

Interstate Rehabilitation	
Roadway (miles)	339
Bridges (number)	161
Other State Highways	
Resurface/Widen (miles)	1,847
Bridges Improved (number)	462
Traffic/Safety (sites)	806
Major Construction (miles)	106
Principal Arterials	
Roadway (miles)	57

The FY 2005-2011 program can be summarized by three major activities:

- System preservation: \$2.507 billion is scheduled for resurfacing/widening projects and bridge improvements. This includes \$557 million for interstate resurfacing and bridge projects.
- System modernization: \$1.904 billion is scheduled to upgrade existing facilities with safety and traffic flow improvements. The rehabilitation of the Dan Ryan Expressway and the Interstate 74 reconstruction project through Peoria are included in this category.
- Congestion mitigation: \$1.482 billion is scheduled to address traffic congestion and construct new principal arterial routes. This includes \$382 million (6 percent) for new roads.



Major Project Highlights

The following major projects are tentatively scheduled during FY 2005-2011.

Northeastern Illinois

- **Interstate 55 at Arsenal Road.** Interchange reconstruction, bridge replacement, land acquisition, lighting and engineering are programmed during FY 2005-2011 at a cost of \$33.3 million. This work is being done in conjunction with the development of the Joliet Arsenal facility, which when completed, will be the largest inter-modal facility in the nation.
- **Interstate 80 from Interstate 94 (Bishop Ford Expressway) to Indiana State line.** Construction of additional lanes for 3 miles, reconstruction, bridge replacement, interchange reconstruction and engineering are programmed during FY 2005-2011 at a cost of \$253.8 million. Of this total, \$136.2 million is included in FY 2005 for engineering for contract plans, land acquisition, construction engineering, bridge replacement, retaining walls, interchange reconstruction, additional lanes and reconstruction.
- **Interstate 94/90 (Dan Ryan Expressway) from 31st Street to south of the Interstate 57 Interchange.** Reconstruction of 8.5 miles of the existing local and express lanes and engineering are programmed during FY 2005-2011 at a cost of \$442.6 million. Of this total, \$150.2 million is

programmed in FY 2005 for bridge replacement at two locations, bridge superstructure, retaining walls, ramp repair, intersection reconstruction, additional ramps, reconstruction and lighting.

- **US 6 (159th Street) from Interstate 294 to Illinois 1 (Halsted Street).** Reconstruction for 2.3 miles, bridge replacement, intersection improvement, land acquisition, construction engineering, utility adjustment, and lighting are programmed during FY 2006-2011 at a cost of \$53.5 million. TEA-21 provided \$1.3 million in High Priority Project funds for this project.
- **Illinois 22 (Lake Zurich Road) from west of US 12 (Rand Road) to Quentin Road.** Additional lanes for 1.3 miles, new construction for 1.6 miles, railroad grade separation, railroad crossing construction, retaining wall and installation of signals are programmed during FY 2006-2011 at a cost of \$33.9 million.
- **Illinois 22 (Lake Zurich Road) from Quentin Road to west of Illinois 83 (Mundelein Road).** Additional lanes for 3.5 miles, land acquisition, engineering for right-of-way and contract plans are programmed during FY 2006-2011 at a cost of \$33.8 million.
- **Illinois 22 (Half Day Road) from east of Illinois 83 (Mundelein Road) to west of US 45/Illinois 21 (Milwaukee Avenue).** Additional lanes for 3 miles, bridge replacement, railroad crossing improvement, intersection reconstruction, and modernization of traffic signals is programmed during FY 2006-2011 at a cost of \$25 million.
- **Illinois 22 (Half Day Road) from east of Interstate 94 (Tri-State Tollway) to west of US 41 (Skokie Highway).** Additional lanes for 2.9 miles are programmed during FY 2006-2011 at a cost of \$16.5 million.
- **Illinois 59/US 30 (Division Street/Brook Forest Avenue) from Illinois 126 (Lockport Road) to US 52 (Jefferson Street).** Additional lanes for 6.3 miles are programmed during FY 2006-2011 at a cost of \$56 million.
- **Algonquin Bypass from the north junction of Illinois 31 to the south junction of Illinois 31.** IDOT participation for engineering for contract plans and new construction are programmed during FY 2005-2011 at a cost of \$38 million. Of this total, \$3 million is included in FY 2005 for land acquisition, and engineering for contract plans.

Downstate Illinois

- **Interstate 55/70 Poplar Street Complex in East St. Louis.** Bridge repair, bridge deck overlay and seismic retrofit of the Tudor/Piggot Ramps are programmed during FY 2006-2011 at a cost of \$26.3 million. In addition, bridge painting and new deck are programmed during FY 2005-2011 at a cost of \$7.3 million for the Poplar Street Bridge. Of this total, \$3.3 million is programmed in FY 2005 for bridge painting.
- **Interstate 64/55/70 Interchange (Tri-Level) in East St. Louis.** Reconstruction of the interchange at the three interstate routes is necessary to improve traffic operational conditions and provide access to the local street system. Construction and associated work are programmed during FY 2005-2011 at a cost of \$109.5 million, including \$9.4 million of improvements on the Interstate 64 Connector. Of this total, engineering for contract plans is programmed in FY 2005 at a cost of \$115,000.
- **Interstate 74 from Sterling Avenue in Peoria to Washington Street in East Peoria.** Interstate 74 through Peoria was constructed in the late 1950s to early 1960s and does not meet current interstate standards. Reconstruction and modernization of 8.3 miles are estimated to cost \$477 million, the largest downstate interstate modernization project ever undertaken by Illinois. Approximately \$196 million of work has been completed or is under way. An additional \$43 million of work remains in the FY 2004 program. Projects to finish the reconstruction and modernization are programmed

during FY 2005-2011 at a cost of \$237.7 million. Of this total, preliminary work and reconstruction are programmed in FY 2005 at a cost of \$158.5 million, including 3.6 miles of reconstruction, bridge replacements, interchange reconstruction, retaining wall and construction engineering from Gale Avenue to the Illinois River in Peoria for \$115.4 million. Also in FY 2005, there are 1.3 miles of reconstruction, bridge replacement, interchange reconstruction, retaining wall and construction engineering eastbound from the TP&W Railroad to east of Washington Street in East Peoria for \$29.8 million.

- **US 20 from Galena to Freeport.** The final Environmental Impact Statement (EIS) is being reviewed. Design approval will follow publication of the EIS. ISTEA in 1991 provided \$2 million in federal demonstration funds for this study. In addition, the FY 1992 federal appropriation bill provided \$2.1 million in other demonstration funds.
 - **US 20 from Illinois 84 (NW) to southeast of Galena (Galena Bypass).** Engineering for contract plans is anticipated to begin summer 2004. Land acquisition for the 6.5-mile bypass corridor is programmed during FY 2005-2011 at a cost of \$2 million. Of this total, land acquisition is programmed in FY 2005 at a cost of \$1 million. Additional engineering and construction are not currently funded.
 - **US 20 - Freeport Bypass.** Additional lanes for 6.1 miles and interchange reconstruction are programmed during FY 2006-2011 at a cost of \$12 million.
- **US 51 – Decatur to Pana.** Since 1990, the department has invested \$43.9 million on upgrading US 51 to four lanes south of Decatur, including the completed construction for 9.2 miles from north of Elwin to north of the Macon/Shelby County line. Land acquisition, archaeological surveys and utility adjustments from 0.9 mile south of the Shelby County line south of Moweaqua to 0.1 mile north of Township Road 306 are programmed during FY 2006-2011 at a cost of \$930,000. Engineering for contract plans from 2.9 miles north of Illinois 16 to the Shelby County line south of Pana is programmed in FY 2005 at a cost of \$1.8 million. The remaining work to complete the 12.1-mile section from 0.9 mile south of Moweaqua to 2.9 miles north of Illinois 16 north of Pana is not currently funded.
- **US 67 Corridor.** The US 67 corridor extends nearly 229 miles from Alton north to Rock Island. The two and four lane corridor improvement costs awarded total more than \$705 million and \$150 million in projects are programmed during FY 2005-2011. The estimated unfunded cost to complete the four-lane sections in the US 67 corridor from Macomb southward to the Alton Bypass exceeds \$1.3 billion.
 - **US 67 from US 136 to Illinois 101.** Engineering for contract plans for the US 67 interchange at US 136 / Illinois 336 and 7.4 miles of a new four-lane highway from north of Industry to Illinois 101 is programmed during FY 2006-2011 at a cost of \$3.5 million. Construction is not currently funded.
 - **US 67 from Godfrey to Jerseyville in Madison and Jersey Counties.** Utility adjustments and construction of 11.3 miles of new four-lane pavement are programmed during FY 2006-2011 at a cost of \$84.3 million. TEA-21 provided \$12.2 million in High Priority Project funds for this project.
 - **Alton Bypass from Illinois 143 to US 67 in Godfrey.** Construction of the four-lane Alton Bypass from Interstate 270 to US 67 in Godfrey is in progress. The segment from Interstate 270 to Illinois 143 is open to traffic. Construction on the 7.2-mile segment from Illinois 143 to Fosterburg Road is under way. Lighting for the segment from Illinois 143 to Fosterburg Road, completion of contract plans and construction of the remaining 6.1 miles of mainline pavement and 1.7 miles of construction on cross streets from Fosterburg Road to US 67 in Godfrey are programmed during FY 2005-2011 at a cost of \$61.8 million. Of this total, \$100,000 is programmed in FY 2005 for completion of contract plans.

- **US 136/Illinois 336 - Quincy to Macomb Corridor.** New four-lane highway for 21.3 miles from US 24 near Quincy to 3 miles south of Carthage and 1.2 miles from County Highway 18 to Deere Road west of Macomb are open to traffic. The construction to provide five lanes from US 136 east of Township Road 266 to County Highway 18 is programmed in FY 2004 and is anticipated to be on a summer 2004 letting. The remaining work to finish the four-lane highway from 3 miles south of Carthage to US 136 east of Township Road 266 is fully funded. Land Acquisition, utility adjustments and construction on the remaining 25.2 miles from 3 miles south of Carthage to US 136 east of Township Road 266 west of Macomb are programmed during FY 2005-2011 at a cost of \$129.9 million. Of this total, land acquisition for 1.7 miles east of Illinois 61 to US 136 east of Township Road 266 and construction of 5.0 miles of four-lane highway from 3 miles south to 2 miles east of Carthage are programmed in FY 2005 at a cost of \$20.5 million.
- **Illinois 5 (Blackhawk Road) from 24th Street to 38th Street in Rock Island.** Construction of additional lanes for 1 mile and utility work are programmed during FY 2006-2011 at a cost of \$5.6 million.
- **Illinois 29 from Rochester to Taylorville.** Development of a four-lane highway for 18.8 miles in this corridor is under way. New four-lane construction, bridge replacement and associated work for 6.7 miles from south of Edinburg to south of Illinois 104 in Taylorville are programmed in FY 2005 at a cost of \$23.5 million.
- **Illinois 40 from Cedar Hills Drive to Illinois 6 in Peoria.** Construction of additional lanes, intersection improvement and resurfacing for 2.6 miles are programmed during FY 2005-2011 at a cost of \$21 million. Of this total, land acquisition is programmed in FY 2005 at a cost of \$2.1 million.
- **McKinley Bridge over the Mississippi River at Venice.** Rehabilitation of the bridge and demolition of the Venice Highline railroad trestle is programmed in FY 2005-2011 at a cost of \$42.0 million. Of this total, \$39.5 million is programmed in FY 2005 for rehabilitation of the bridge. TEA-21 has provided \$4 million in High Priority Project funds for this project.

This project is contingent upon special state legislation transferring jurisdiction of the bridge to the state of Illinois, local funding participation and the retirement of outstanding bonds.

Major Project Needs

The following are highlights of needed major projects for which sufficient funding is not yet identified.

- **Interstate 55 from Interstate 80 to Naperville Road.** Preliminary engineering and environmental studies for the 15 mile reconstruction and additional lanes project are under way with design approval anticipated by early 2005. Engineering for contract plans and land acquisition are programmed during FY 2005-2011 at a cost of \$33 million. Of this total, a part of the engineering for contract plans and land acquisition is programmed in FY 2005 at a cost of \$2.6 million. Construction is estimated to cost approximately \$375 million and is not funded.
- **Central Avenue/Narragansett Avenue from 63rd Street to 87th Street in Chicago.** This proposed improvement includes reconstruction of Central Avenue and Narragansett Avenue, as well as construction of a new roadway link connecting both routes. The overall objective of this project is to improve the north-south movement of vehicles and pedestrians in the study area by providing a new crossing of the rail yards. Design approval is anticipated late spring 2005. The FY 2005-2011 Proposed Highway Improvement Program includes \$110.4 million for land acquisition and construction. Engineering for contract plans, land acquisition and construction are currently unfunded and are estimated to cost approximately \$350 million.

- **East St. Louis, Illinois and St. Louis, Missouri: New Mississippi River Bridge (NMRB).** Engineering for location, design and environmental studies for a new bridge connecting East St. Louis and the central business district in St. Louis, Missouri is complete. This engineering was initiated in FY 1992 with Illinois as the lead agency and Missouri sharing in the costs.

Land acquisition and engineering for contract plans are under way. Missouri and Illinois are sharing the engineering costs for contract plans. ISTEPA included \$2.3 million in federal demonstration funds for this project. TEA-21 has provided \$1.1 million in High Priority Project (HPP) funds for this project. The cost to complete this project is currently estimated to be approximately \$1.3 billion and is unfunded. Completion of this project will require special federal funding over and above regular program funds.

The location of the New Mississippi River Bridge is being coordinated with the relocation of Illinois 3 from Venice to Sauget/Cahokia and the Interstates 55/64/70 Tri-Level reconstruction in East St. Louis.

- **Fox River Bridge Corridors.** Additional river crossings over the Fox River have been studied since the early 1990's. Currently there are three potential locations for new bridges. Kane County is the lead agency for these three corridors. TEA-21 authorized \$9.4 million of HPP funds for new Fox River Bridges.

- **North Region – Bolz Road/Longmeadow Parkway Corridor.** This corridor extends 5.2 miles from Huntley Road (1 mile west of Randall Road) on the west to Illinois 62 on the east and includes a new bridge over the Fox River. The roadway corridor is new and generally follows township lines in northern Kane County. The proposed roadway will traverse the communities of Algonquin, Carpentersville, Barrington Hills and unincorporated Kane County.

Design approval is anticipated by the end of 2004. The funding necessary to complete this project is estimated to be approximately \$70 million, including an estimated \$15 million for land acquisition. Engineering for contract plans, remaining land acquisition and construction are unfunded. The FY 2005-2011 Proposed Highway Improvement Program includes a federal FY 2004 appropriation for \$3 million for this project

- **Chicago Central & Pacific (CC&P)/Stearns Road Corridor in South Elgin.** This 4.9 mile corridor is an east-west four-lane arterial roadway with median approaching from the east and the west to a new bridge over the Fox River. The western portion of the proposed road provides a new link across the Fox River between Randall Road and Illinois 25, just south of the CNIC Railroad. The eastern portion improves and realigns Illinois 25, Stearns Road and Dunham Road to facilitate through traffic and the linkage to the new river crossing. Other intersecting roads will be improved as part of generalized intersection improvements with the proposed CC&P/Stearns Road.

Design approval is anticipated by the end of calendar year 2004. The funding necessary to complete this project is estimated to be approximately \$110 million. Land acquisition is estimated to cost approximately \$25 million.

The FY 2004 annual program included \$15.5 million for land acquisition and landscaping and \$3 million for the department's participation in the reconstruction of the Illinois 25 at Dunham/Stearns Road intersection. The FY 2005-2011 Proposed Highway Improvement Program includes \$4.5 million for the remainder of the department's participation in the reconstruction of the Illinois 25 at Dunham/Stearns Road intersection.

- **Red Gate Road Corridor in St. Charles and Wayne.** This corridor includes a two-lane bridge from Randall Road to Illinois 25 to address local growth issues and traffic congestion on existing Fox River bridge crossings. St. Charles is the lead agency for this

location. Land acquisition is essentially completed. Design approval is anticipated in fall 2006.

The cost to complete a bridge and roadway (minus the intersections of Illinois 25 and Illinois 31) is estimated to be approximately \$30 million.

The FY 2005-2011 Proposed Highway Improvement Program includes a federal FY 2004 appropriation for \$2 million for this project.

- **Palatine Road.** Palatine Road is a crucial, east-west route in northwestern Cook County, which carries between 26,000 and 38,000 vehicles per day. The department has identified the need to reconstruct this roadway from east of US 12 to US 45/Illinois 21 (Milwaukee Avenue). The cost for reconstructing Palatine Road within these limits is estimated to be approximately \$82 million and is currently unfunded. Land acquisition and engineering for the reconstruction will continue. In addition, the FY 2005-2011 Proposed Highway Improvement Program includes \$11.6 million to resurface Palatine Road from Cedar Street in Palatine to US 45/Illinois 21 in Prospect Heights.
- **Prairie Parkway.** Continuation of the Prairie Parkway Preliminary Engineering Study is programmed in FY 2005-2011 at a cost of \$12.2 million. Of this total \$4 million is programmed in FY 2005. A previous study resulted in the protection of a corridor in Kane, Kendall and Grundy counties as a planning tool for a possible transportation facility. The preliminary engineering study now underway is a more detailed analysis designed to evaluate the potential need for transportation improvements in Kane, Kendall, Grundy, DeKalb, Will and LaSalle counties. If a need is established, the protected corridor may be studied, but so will many other transportation options, including upgrades of existing routes, other possible new corridors, public transit options, transportation system management (TSM), or a combination of these solutions. If construction of a major transportation facility is the preferred option, the cost could exceed \$1 billion and is not funded in the program. The federal FY 2002 appropriations bill provided \$15 million for this project.
- **North/South Wacker Drive from Randolph Street to West Congress Parkway in Chicago.** The city of Chicago is the lead agency for the major reconstruction of this structurally deficient and functionally obsolete bridge. Engineering for contract plans is underway and completion is expected by fall 2004. Construction and construction engineering are estimated to cost approximately \$290 million. Completion of this project will require special federal funding over and above regular program funds.
- **O'Hare Western Access – Extension of the Elgin-O'Hare Expressway from Interstate 290 to an O'Hare Bypass.** The department would be the lead agency for this project. Previous investment by the department has been limited to protective acquisition of property needed for the Elgin-O'Hare Extension. The department has purchased 116 acres at a cost of \$37 million. Completion of this project is anticipated to cost approximately \$600 million and is unfunded.
- **O'Hare Western Bypass – Extension of a Western O'Hare Bypass from Interstate 294 to Interstate 90 and Widening of Interstate 90 from Barrington Road to Interstate 294.** The Illinois State Toll Highway Authority (ISTHA) would be the lead agency for these two projects. Completion of these projects is anticipated to cost approximately \$1.3 billion.

All three projects for western O'Hare access are needed, because projected traffic volumes on the Elgin-O'Hare Extension require it to connect to an interstate-type facility (the O'Hare Bypass); and projected traffic volumes on an O'Hare Bypass require adding lanes to Interstate 90.

- **Illinois 19 (Irving Park Road) at York Road in Bensenville.** This project is a component of the expansion of O'Hare International Airport, and involves construction of a railroad grade separation at this location. Preliminary engineering for design, location and environmental studies, engineering for contract plans, construction engineering, land acquisition and construction of the grade separation are estimated to cost \$38.5 million. The FY 2005-2011 Proposed Highway Improvement Program does not include any funding for this project.

Opportunity Returns

Opportunity Returns is Governor Blagojevich's comprehensive plan for restoring economic opportunity to Illinois – an approach designed to create jobs and spur growth. This is a new approach to economic development in Illinois that will dedicate over \$1 billion in funding for highway projects concentrating on the needs of each region – recognizing that local communities understand their needs the best. Opportunity Returns is the result of extensive community input obtained through a series of economic summits with regional business leaders, local elected officials and economic development professionals who identified specific needs and priorities.

Highway projects are an integral part of the Opportunity Returns Program. The department assisted in identifying a variety of projects in each region as part of the Opportunity Returns team. The mix of projects includes delivery of construction projects in the near term and engineering for projects that will be critical for supporting economic development in the future. Some projects are smaller in scale while others are large, but all share the goal of economic development for Illinois.

In order to bolster construction employment this summer and provide jobs as quickly as possible, \$200 million in system preservation and maintenance projects have been advanced to the summer letting. This portion of Opportunity Returns represents "Opportunity Now" and will quickly benefit transportation needs and local economies. (A list of projects for those economic development regions announced by the Governor as of the publication of this document is presented as an Appendix.)

Funding for Locally Implemented Projects

The \$2,407 million local program includes federal, state and local funds for highway improvements identified by local units of government. Included in this program is \$532 million in state funds over seven years earmarked to address specific local needs. This includes \$153 million for a County Consolidated Program, \$28 million for High-Growth Cities, \$70 million for Needy Townships, \$105 million for the Township Bridge Program, \$49 million for upgrading local truck routes, \$105 million for state matching assistance and \$22 million to foster economic development.

Grouped Projects

Funds are set aside in the seven-year program for specified projects and programs. They have been grouped into the following activity categories:

- **Illinois Noise Abatement Program.** State funds will be available for noise abatement on existing controlled access roadways in urban areas. Local agencies will be required to provide 50 percent of the project cost and pass a zoning ordinance for future residential noise abatement. A noise analysis will need to be conducted as an eligible activity for this program.
- **Railroad Crossing Safety Program.** \$70 million of state funds will be available to upgrade protection at rail crossings on state routes. These funds are in addition to federal funds for rail safety improvements and will include a limited number of grade separations.
- **Statewide Programs.** \$504 million for statewide program activities administered by the department. These activities include sign maintenance, pavement marking, contract maintenance, bridge beam replacements, miscellaneous traffic control items and various surveys including archaeological, historical, biological, agricultural, wetland, environmental, and hazardous materials.
- **Safety Programs.** \$169 million for safety construction activities, including hazard elimination and rail-highway crossings. Projects are identified on an annual basis to correct high-accident locations

and protect rail grade crossings. These funds are set aside from the federal Surface Transportation Program and may be used on state and local roads. These projects are in addition to safety features incorporated in department projects.

- **Enhancement Program.** The Illinois Transportation Enhancement Program (ITEP) funded through TEA-21 consisted of two rounds of approved projects. The approved projects total approximately \$151 million and include 137 projects. Implementation of these projects is ongoing.
- **Congestion Mitigation/Air Quality (CMAQ) Program.** \$776 million is available exclusively for specific traffic congestion and mitigation, and air quality projects in the northeastern Illinois and Metro-East areas in accordance with federal legislation. Eligible projects will be developed to contribute to air quality standards and can include traffic flow improvements, public transportation projects and non-motorized transportation projects. A substantial amount of these funds will be used for public transportation projects. Local metropolitan planning organizations will select projects. There are \$25 million available in FY 2005 for local CMAQ highway projects.

Major Bridge Program

The department's Major Bridge Program (MBP) targets deficient highway bridge projects that exceed replacement or rehabilitation costs of \$5 million for state bridges and \$1 million for local bridges. The MBP provides federal Highway Bridge Replacement and Rehabilitation Program funds for up to 80 percent of eligible project costs; a 20 percent non-federal match is required. The FY 2005-2011 MBP identifies \$94 million of federal bridge funds for 33 local projects and 4 state projects.

State Long-Range Transportation Plan

Transportation planning represents the first step in an ongoing program development process that leads to the implementation of projects. The plan sets out policies and goals that provide guidance toward the development of proposed improvement programs. The Illinois State Transportation Plan was issued in March 1995 with extensive public involvement activities.

For the Record

Each year the department prepares For the Record, a report of accomplishments that details the status of each project in the preceding annual highway improvement program. This report will be published in the fall of 2004, listing the accomplishments of the FY 2004 program.

Public Involvement

The federal Transportation Equity Act for the 21st Century (TEA-21) requires states to provide expanded opportunities for the public to participate in all aspects of transportation decisions. Public involvement is an important component of all transportation system plans and programs. In Illinois, public input on transportation issues is sought and considered on a continuous and ongoing basis. The FY 2005-2011 Proposed Highway Improvement Program is the culmination of the programming process and builds on the public involvement efforts conducted by the department and local agencies throughout the process.

The Illinois Department of Transportation welcomes public comments regarding any state transportation issue and provides a public comment form with each highway improvement program. Comments are considered in determining future transportation plans and programs. The highway improvement program is distributed throughout the state and is available for review at district offices, through the Illinois Document Depository Libraries and in the Public Partners section of the department's internet website - www.dot.state.il.us.

Public comments on the FY 2005-2011 program and input for future programs should be submitted to the Illinois Department of Transportation and are welcome at any time. Individual comments can be forwarded to the appropriate district offices at the addresses listed on the map included in this Introduction or to the Central Office in Springfield at the following address:

Illinois Department of Transportation
Office of Public Affairs
2300 South Dirksen Parkway, Room 339
Springfield, Illinois 62764
Attn.: Public Involvement Coordinator

Individuals can also contact the department concerning planning, programming and public involvement issues at 1-800/493-3434. People who are hearing-impaired can use the Ameritech Illinois relay number 1-800/526-0844.

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT BOUNDARIES WITH OFFICE LOCATION

DISTRICT ENGINEERS

DISTRICT 1

J. P. KOS
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096
PHONE: 847/705-4000
CONTACT JUDY BURRUS 847/705-4326
FOR EXEMPTION APPLICATION QUESTIONS

DISTRICT 2

G. L. MOUNTS
819 DEPOT AVENUE
DIXON, ILLINOIS 61021-3546
PHONE: 815/284-2271
CONTACT PAUL BAY 815/284-5372
FOR EXEMPTION APPLICATION QUESTIONS

DISTRICT 3

D. M. O'KEEFE
700 EAST NORRIS DRIVE - P. O. BOX 697
OTTAWA, ILLINOIS 61350-0697
PHONE: 815/434-6131
CONTACT DAVE MUMPHER 815/434-8463
FOR EXEMPTION APPLICATION QUESTIONS

DISTRICT 4

J. E. CROWE
401 MAIN STREET
PEORIA, ILLINOIS 61602-1111
PHONE: 309/671-3333
CONTACT LARRY CRISWELL 309/671-3234
FOR EXEMPTION APPLICATION QUESTIONS

DISTRICT 5

D. L. CLARK
13473 IL Hwy. 133
P. O. BOX 610
PARIS, ILLINOIS 61944-0610
PHONE: 217/465-4181
CONTACT PHIL O'BRYAN 217/465-4181
FOR EXEMPTION APPLICATION QUESTIONS

DISTRICT 6

C. M. REED
126 EAST ASH STREET
SPRINGFIELD, ILLINOIS 62704-4792
PHONE: 217/782-7301
CONTACT PATRICIA LARSON 217/782-2063
FOR EXEMPTION APPLICATION QUESTIONS

DISTRICT 7

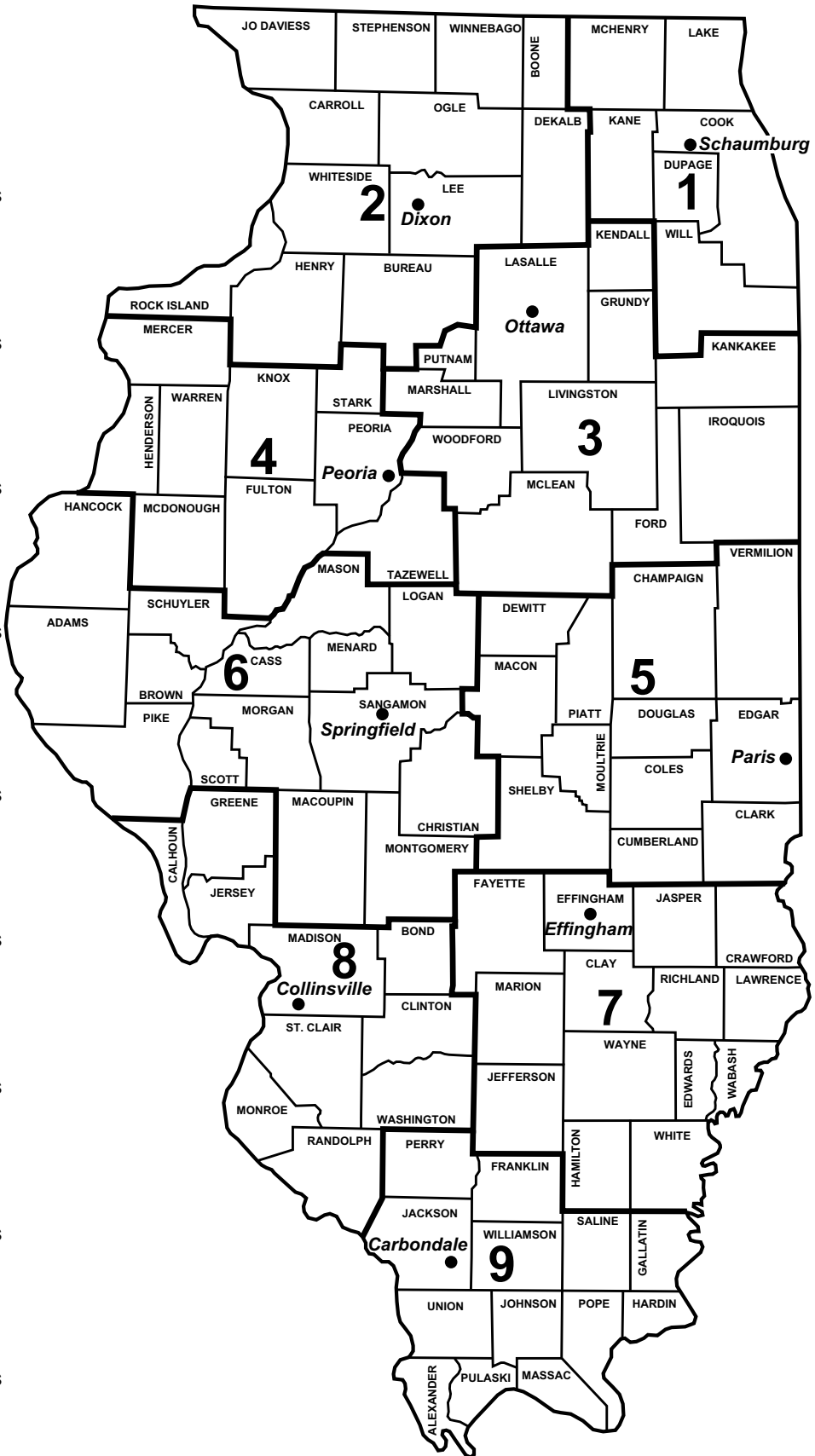
S. E. GRABSKI
400 WEST WABASH
EFFINGHAM, ILLINOIS 62401-2699
PHONE: 217/342-3951
CONTACT DEAN WETHERALL 217/342-3951
FOR EXEMPTION APPLICATION QUESTIONS

DISTRICT 8

M. C. LAMIE
1102 EASTPORT PLAZA DRIVE
COLLINSVILLE, ILLINOIS 62234-6198
PHONE: 618/346-3100
CONTACT IVAN KOHLMEIER 618/346-3134
FOR EXEMPTION APPLICATION QUESTIONS

DISTRICT 9

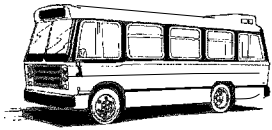
T. A. ZERRUSEN
STATE TRANSPORTATION BUILDING
CARBONDALE, ILLINOIS 62903-0100
PHONE: 618/549-2171
CONTACT DOUG KEIM 618/549-2171
FOR EXEMPTION APPLICATION QUESTIONS





Illinois Department of Transportation

Public Review and Comment Transportation Issues



Issue / Comment

Questions / Comments

Submitted By		Telephone	
Submitted By	City	State	Zip

Detailed Location Description	For Office Use Only

Return To:
Illinois Department of Transportation
Office of Planning and Programming
Room 307
2300 South Dirksen Parkway
Springfield, Illinois 62764

Date Received:	<div></div>
Reviewed By:	<div></div>

Mapping & Graphics

GUIDE TO LISTINGS

Projects on the state highway system identified for the FY 2005-2011 Proposed Highway Improvement Program are listed on the following pages. The lists are identified within the department's nine geographic highway districts. The map on page 12 shows individual highway district boundaries.

The following sequence is used within the district project listing:

1. Interstate marked routes in ascending numerical order
2. US marked routes in ascending numerical order
3. Illinois marked routes in ascending numerical order
4. Unmarked routes in alphabetical order by street name starting with numbered streets

The cost of each project is shown in estimated FY 2005 dollars. The actual cost of a project listed for FY 2005-2011 can vary depending on when it is implemented in the multi-year period.

The listing of projects is arranged in seven columns:

<u>Route Street Name</u>	<u>Location</u>	<u>Improvements</u>	<u>Est. Cost</u>	<u>County</u>	<u>MYP Past</u>	<u>Years- Current</u>
Identifies the marked route(s) and street name	Identifies project limits, length and location	Identifies type of improvement	Identifies the estimated FY 2005 cost	Identifies county	Identifies the number of years a project has appeared in the five-year program. FY 1999 - 2003 is year one	Identifies projects scheduled for FY 2005 and those scheduled for FY 2006 - 2011

GLOSSARY

ADA	Americans with Disabilities Act	INTCHG	Interchange
AVE	Avenue	ITEP	Illinois Transportation
BAC	Belleville Area College		Enhancement Program
BI-DIRECT	Bi-Directional	ISTEA	Intermodal Surface
BLDG	Building		Transportation Efficiency
BLVD	Boulevard		Act of 1991
BR,STR	Bridge/Structure	ISTHA	Illinois State Toll Highway
BUSN	Business Route		Authority
BYP	Bypass	IT	Interstate Transfer
CAA	Clean Air Act	JB	Jefferson Barracks
CC	Community College	JCT	Junction
CD	Collector-Distributor	L	Line
CDOT	Chicago Department of Transportation	METRA	Rail Transit System
CH	County Highway	MI	Mile(s)
CMAQ	Congestion Mitigation Air Quality	MO	Missouri
CO	County	N	North
COMM	Commission/Community	NB	Northbound
CR	Creek	NCL	North Corporate Limit
CT	Court	N CORP LIMIT	
CTA	Chicago Transit Authority	NMRB	New Mississippi River Bridge
DEMO	Demonstration	NE	Northeast
DIST	District	NW	Northwest
DR	Drive	OR	Other Road
E	East	P.E.	Preliminary Engineering
E-W	East-West	PE (PHASE I)	Location Studies
EB	Eastbound	PE (PHASE II)	Plan Preparation
ECL	East Corporate Limit	PK	Park
E CORP LIMIT		PKWY	Parkway
EIS	Environmental Impact Statement	R, Riv	River
EXPY/EXP	Expressway	RD	Road
EXT	Extension	REHAB	Rehabilitation
FAP	Federal-aid Primary	ROW	Right of way
FAS	Federal-aid Secondary	RR	Railroad
FAU	Federal-aid Urban	S	South
FK	Fork	S & S	Sanitary and Ship
FR	Frontage Road	SAN	Sanitary
FT	Feet	SB	Southbound
FY	Fiscal Year(s)	SBI	State Bond Issue
HGTS	Heights	SCL	South Corporate Limit
HPP	High Priority Projects	S CORP LIMIT	
HS	High School	SE	Southeast
HWY	Highway	ST	Street
I	Interstate Route	STA	Station
ICC	Illinois Commerce Commission	SW	Southwest
IDNR	Illinois Department of Natural Resources	TEA-21	Transportation Equity Act for the 21 st Century
IDOT	Illinois Department of Transportation	TR	Township Road/Trail
IHPA	Illinois Historic Preservation Agency	TRAF	Traffic
ILL	Illinois Route	TRIB	Tributary
I&M	Illinois & Michigan	U	University
IMP	Improvement	US	US Route
INCL	Including	W	West
INT	Intersection	WB	Westbound
		WCL	West Corporate Limit
		W CORP LIMIT	